

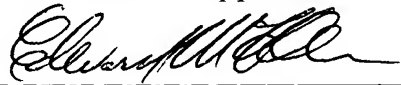
REMARKS/ARGUMENTS

Applicant has filed this continuation-in-part ("CIP") application to cover the addition of a friction brake to a jack dolly that employs four pivotally connected and cooperating arm members with at least four wheels for transporting a hydraulic automobile jack from a first location to a second location, as disclosed in the parent application serial no. 10/334,995 filed 12/30/2002.

The friction brake prevents the jack from rolling when in use. Potential injury to the user could result without the addition of a friction brake, thus making it an important addition to the invention.

Should the examiner have any questions, comments or changes to the CIP of any type, or that which will expedite the allowance of this CIP, then a call to the undersigned attorney of record is requested and would be greatly appreciated.

Respectfully submitted,
Lowell D. Goldie, Applicant

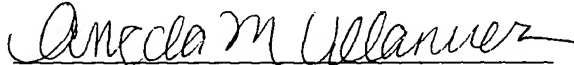
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CERTIFICATE OF MAILING by "EXPRESS MAIL"
UNDER 37 CFR 1.10

I HEREBY CERTIFY that the above Preliminary Amendment
Accompanying CIP Application is being deposited with the United States
Postal Service by "Express Mail Post Office to Addressee" service, U.S.
Express Mail No. EUG10601674US on the 21st day of August, 2002, addressed
to Mail Stop CIP, Commissioner for Patents, P.O. Box 1450 Alexandria, VA
22313-1450.


Legal Assistant

VERSION WITH MARKINGS TO SHOW
CHANGES MADE TO SPECIFICATION

Continuation-in-Part Application

Applicant: Lowell D. Goldie

Attny Docket No.: 02-5139-A

CIP for App. No.: 10/334,995 filed on 12/30/2002

For: JACK DOLLY WITH BRAKE

Examiner:

Art Unit: 3723

JACK DOLLY WITH BRAKE

CROSS-REFERENCE TO RELATED APPLICATION

~~This application claims the benefit of U.S. Provisional Application No. 60/365,802, filed March 21, 2002.~~

5 This is a continuation-in-part of application number 10/334,995, filed 12/30/2002.

BACKGROUND OF THE INVENTION

10 This invention relates to the field of jack dollies used for transporting hydraulic automobile jacks and more particularly, a jack dolly having four pivotally connected and cooperating arm members with at least four wheels for transporting a hydraulic automobile jack from a first location to a second location.

15 Hydraulic automobile jacks are typically comprised of an elongate rectangular body with a pair of front wheels attached to a first end thereof and a pair of rear wheels attached to an opposing end thereof. An elongate cylindrical handle is attached to an internal hydraulic lift mechanism, which, upon pumping of the handle, raises a support plate from the rectangular body. A valve can be actuated to release the internal pressure generated by the pumping of the handle to lower the support plate. The front wheels are attached to the body by dedicated axles and thus rotate around the axles. The rear wheels comprise a caster assembly, wherein a
20 bracket is pivotally attached at a first end to flanges located on opposing sidewalls of the jack body. The wheels rotate about an axle, which is disposed through a second end of said bracket. As such, the rotation of the front wheels allows the jack

to be moved forward or backward in a straight linear motion but prevents the front end of the jack from being moved sideways. On the other hand, the rear wheels allow the rear end of the jack at which the handle is attached to be pivoted about the front wheels or otherwise to be moved in an arcuate motion. In this manner, the motion of the front end of the jack, which bears the full weight of a motor vehicle when supporting said vehicle, is restricted, thereby providing a degree of safety.

As the jack is designed to function as a stable lifting and support mechanism for motor vehicles, the front and rear wheels are fabricated of metal into a relatively small diameter, which provides the necessary strength and stability so that the wheels will not collapse or buckle under the weight of a motor vehicle. However, the features that allow the wheels of the jack to safely support the jack and a motor vehicle lifted by said jack prevent the jack from being easily transported over relatively long distances, such as across the floor of a shop, over a road or parking lot, or into a transport vehicle. The metal construction and relatively small diameter of the wheels, for instance, makes the jack susceptible to becoming stuck in small cavities, depressions, or ruts in the shop floor, road, or parking lot or the movement of the jack is obstructed by small stones, pebbles, or uneven or raised floor, road or parking lot sections. This situation is further exacerbated by the limited mobility of the jack due to the means of attaching the front and rear wheels as described earlier and the relatively heavy weight of a typical hydraulic automobile jack.

What is needed then to overcome the difficulties and limitations of transporting a hydraulic automobile jack is the provision of a jack dolly onto which a hydraulic automobile jack can be releasably secured and then transported, moved,

or otherwise wheeled about with significantly less effort and difficulty than that required for transport of said jack without said jack dolly.

Numerous designs for hydraulic automobile jack dollies and stands have been provided in the prior art. Even though these designs may be suitable for the specific
5 individual purposes to which they address, they would not be suitable for the purposes of the present invention. These designs are exemplified by U.S. Patent No. 5,462,257, issued to Trowbridge on October 31, 1995; and U.S. Patent No. 6,199,826, issued to Nix on March 13, 2001 and are intended primarily to allow a hydraulic automobile jack to be moved more efficiently while said jack is already
10 positioned under a motor vehicle.

As such, it may be appreciated that there is a continuing need for a new and improved jack dolly that can be used to transport a hydraulic automobile jack over the floor of a shop, over a road or parking lot surface, or into a transport vehicle. In these respects, the present invention substantially departs from the
15 conventional concepts and designs of the prior art, and in so doing provides an apparatus that substantially fulfills this need. Additionally, the prior patents and commercial techniques do not suggest the present inventive combination of component elements arranged and configured as disclosed herein.

The present invention achieves its intended purposes, objects, and advantages
20 through a new, useful and unobvious combination of method steps and component elements, with the use of a minimum number of functioning parts, at a reasonable cost to manufacture, and by employing only readily available materials.

SUMMARY OF THE INVENTION

The primary object of the present invention and advantages of the present invention is to provide a jack dolly onto which a hydraulic vehicle jack can be releasably secured and then transported, moved, or otherwise wheeled about with
5 significantly less effort and difficulty than that required for transport of said jack.

A further object of the present invention to provide a low cost, easy to manufacture, and easy to market jack dolly for hydraulic vehicle jacks.

An even further object of the present invention is to provide an easy to use and versatile jack dolly for hydraulic automobile jacks.

10 The present invention fulfills the above and other objects by providing a jack dolly for transporting a hydraulic vehicle jack over the floor of a shop, over a road or parking lot surface, or into a transport vehicle. The jack dolly is comprised of two elongate rectangular front arm members and two elongate rectangular rear arm members with each front arm member pivotally attached at one end thereof to a
15 cooperating end of a rear arm member by a rod that is disposed in apertures located at cooperating ends of the front and rear arm members. A cylindrical collar is located at the end of each front arm member opposite to the end attached to a rear arm member. A wheel fork is disposed in pivotal engagement within said collar, and an axle with a wheel rotatingly disposed on said axle is affixed to the
20 lower end of the fork. A rod is medially attached in perpendicular relation to the inside surface of each front arm member, and springs are secured at one end thereof to said rod.

An axle with a wheel rotatingly disposed on said axle extends from the end of each rear arm member opposite to the end attached to a cooperating front arm

member. A rectangular plate with rod affixed thereto is attached to the inside surface of each rear arm member adjacent to the axle thereof.

A friction brake is affixed to the right rear arm member so as to prevent the jack from rolling. The brake is a self-positioning, spring loaded tension brake.

5 The jack dolly of the present invention receives and supports above a ground or floor support surface a conventional hydraulic vehicle jack, which is modified to be releasably secured to the jack dolly. The jack modification is comprised of a bore that is located at the top of the jack body and extends through the body of said jack and six rods attached in perpendicular relation to the exterior surface of
10 opposed lateral sidewalls of the body of the jack. Three rods are attached to each sidewall.

 The hydraulic vehicle jack is attached to the jack dolly by aligning the jack between the arm members and inserting the rod through the bore of the jack and through cooperating apertures at the ends of the front and rear arm members. Four
15 springs are attached at a first end to the rods located on the front arm members and at a second end to rods located at the rear of the body of the jack. Two springs are attached at a first end to the rods extending from the plates attached to the rear arm members and at a second end to rods located at the middle of the jack body, and two
20 springs are attached at a first end to said rods extending from the plates attached to the rear arm members and at a second end to the front rods located at the front of the jack body.

 The above and other objects, features and advantages of the present invention should become even more readily apparent to those skilled in the art upon a reading of the following detailed description in conjunction with the drawings wherein there
25 is shown and described illustrative embodiments of the invention.

BRIEF DESCRIPTION OF THE DRAWINGS

The foregoing and other objects, features and advantages of the invention will become more fully understood from the following description of the preferred embodiment of the invention as illustrated in the accompanying drawings in which
5 like reference characters refer to the same parts throughout different views. The drawings are not necessarily to scale, emphasis instead being placed upon illustrating the principles of the invention;

FIG. 1 is a perspective view of a dolly with the present invention;

FIG. 2 is a side elevation view of a dolly the present invention;

10 **FIG. 3** is a top plan view of a dolly of the present invention along line 1-1 of **FIG. 2**;

FIG. 4 is a front elevation view of the jack dolly of the present invention along line 2-2 of **FIG. 2**;

15 **FIG. 5** is a partial cross sectional view of the collar assembly of the jack dolly of the present invention;

FIG. 6 is a perspective view of a hydraulic vehicle jack modified for use with the dolly and of the present invention;

FIG. 7 is a perspective view of a the dolly of the present invention with the modified hydraulic vehicle jack secured thereto for transport;

20 **FIG. 8** is a side view of a friction brake; and

FIG. 9 is a top plan view of a friction brake.

DESCRIPTION OF THE PREFERRED EMBODIMENTS

For purposes of describing the preferred embodiment, the terminology used in reference to the numbered components in the drawings is as follows:

	10.	Jack Dolly	54.	Handle
	12a, b.	Front Arm Members	56.	Rear Wheel
	14a, b.	Collars	58.	Front Wheel
5	16a, b.	Forks	60.	Load Support Plate
	18a, b.	Bolts	62.	Aperture
	20a, b.	Axles	64.	Rear Rod
	22a, b.	Wheels	66.	Middle Rod
	24a, b.	Rods	68.	Front Rod
10	26.	Fastener	70.	Springs
	28.	Springs	72.	Springs
	30.	Rod	73.	<u>Friction Brake</u>
	32.	Sleeve	74.	<u>Roller</u>
	34a, b.	Rear Arm Members	75.	<u>Roller Plate</u>
	36a, b.	Plates	76.	<u>Brake Pedal</u>
15	38.	Fastener	77.	<u>Brake Arm</u>
	40a, b.	Rods	78.	<u>Brake Plate</u>
	42a, b.	Axles	79.	<u>Spring</u>
	44a, b.	Wheels	80.	<u>Locking Rod</u>
20	46.	Bushing	81.	<u>Notch</u>
	48.	Shaft	82.	<u>Screw</u>
	50.	Hydraulic Automobile Jack		

Referring now to the drawings and, in particular, to **FIG. 1** through **FIG. 4** wherein there are illustrated a typical embodiment of the jack dolly **10**, the jack dolly **10** is comprised of two elongate rectangular arm members **12a, b** with cylindrical collars **14a, b** that are attached to one end thereof. Wheel forks **16a, b** are disposed in pivotal engagement within the interior of the collars **14a, b** and secured thereto by bolts **18a, b**. Axles **20a, b**, are attached perpendicularly to the lower ends of the wheel forks **16a, b** and wheels **22a, b** are rotatably attached to said axles **20a, b**. Each wheel **22a, b** is comprised of a rim, which is attached to a cooperating axle **20a, b**, and an inflatable rubber tire. Rods **24a, b** are affixed medially to the inside surfaces of the front arm members **12a, b** and extend therefrom in perpendicular relation to the longitudinal axis of said arm members **12a, b**. A fastener **26** located on the outside surface of each front arm member **12a, b**.

b secures the rods **24a, b** to each front arm member **12a, b**, respectively. Two springs **28** with hooked ends are attached at one end thereof to each rod **24a, b**.

An elongate, cylindrical rod **30** with sleeves **32** is disposed within apertures located at the ends of the elongate front arm members **12a, b** and through apertures located at cooperating ends of two elongate rectangular rear arm members **34a, b**. Rectangular plates **36a, b** are attached by fasteners **38** to the ends of the rear arm members **34a, b** opposite to the ends thereof attached to the elongate cylindrical rod **30**. Rods **40a, b** are affixed to the top end of said plates **36a, b** and extend therefrom in perpendicular relation to the longitudinal axis of said plates **36a, b**.

Axles **42a, b** are affixed perpendicularly to the rear arm members **34a, b** adjacent to the rectangular plates **36a, b**. Wheels **44a, b** are rotatably attached to the axles **42a, b** with each wheel **44a, b** comprised of a rim, which is attached to a cooperating axle **42a, b**, and an inflatable rubber tire.

A friction brake **73** is affixed perpendicularly to the right rear arm member **34a** by screws **81**. The friction brake **73** has a brake pedal **76** attached to a brake arm **77**. The roller **74** attached to the roller plate **75** stops the wheel **44a** from moving when the friction brake **73** is in the locked position.

As the cylindrical rod **30** and sleeves **32** are disposed within apertures at cooperating ends of the front **12a, b** and rear **34a, b** arm members, said front **12a, b** arm members are pivotally attached to the rear **34a, b** arm members and first cooperating front arm **12a** and rear **34a** arm members are aligned in parallel relation to second cooperating front arm **12b** and rear **34b** arm members.

Referring to **FIG. 5**, therein illustrated in partial cross sectional view is a wheel fork **16a** disposed within a cooperating collar **14a** of a front arm member **12a**.

Circular bushings **46** are located at opposing ends of the collar **14a**. A cylindrical shaft **48** is attached to the top end of the wheel fork **16a** and is received within the collar **14a** and bushings **46** and is attached to the collar **14a** by the bolt **18a**. In this manner, the wheel fork **16a** by means of the shaft **48** can rotate with respect to the collar **14a**.

A hydraulic vehicle jack **50** is displayed in **FIG. 6** as having a rectangular body **52**, pumping handle **54**, rear caster wheels **56**, front wheels **58**, and load support plate **60**. The jack **50** is modified with a pair of rear rods **64**, middle rods **66**, and front rods **68** attached to opposing lateral sidewalls of the jack body **52** and by an aperture bored through **62** located adjacent to the top edge of the body **52** in perpendicular relation to the longitudinal axis of said body **52**.

As illustrated in **FIG. 7** the modified hydraulic automobile jack **50** is releasably secured to the jack dolly **10** by inserting the elongate cylindrical rod **30** through the aperture **62** of the body **52** of the jack **50** so that the jack **50** is pivotally attached to said dolly **10** and suspended above a floor or ground support surface. The jack **50** is prevented from rotating excessively upon the rod **30** by springs **28**, **70**, **72** attached to the dolly **10** and jack **50**. Four springs **28** are attached at a first end to rods **24a, b** and at a second end to the rear rods **64** (shown in phantom line) extending from the body **52** of the jack **50**. Two springs **70** are attached at a first end to rods **40a, b** extending from plates **36a, b** and at a second end to the middle rods **66** (shown in phantom line) extending from the jack body **52**, and two springs **72** are attached at a first end to said rods **40a, b** and at a second end to the front rods **68** (shown in phantom line) extending from said jack body **52**. In this manner, the jack **50**, secured to the jack dolly **10** as described can be wheeled about by the

handle 54 to various locations and even into transport vehicles. In some cases, a pin or bolt can be inserted through an aperture located at the unattached end of the jack handle 54 for securing the jack 50 to the tow hitch of a vehicle for moving the jack 50 while said jack 50 is secured within the jack dolly 10.

5 Referring to FIG. 8, a side view of a friction brake 73 is shown. A brake arm 77 joins to a brake plate 78 at an angle. The brake plate 78 is connected to a roller plate 75 by screws 82. The brake plate 78 is also connected to the right rear arm 34a by using screws. A spring 79 is mounted to the inside of the brake arm 77 and to the outside of the right rear arm 34a. The spring 79 provides the necessary
10 tension for use of the friction brake 73. The roller plate 75 has a roller 74 attached by screws 82. When the friction brake 73 is in use, the notch 81 fits around the lock rod 80. When the notch 81 is around the lock rod 80, the roller 74 is positioned against the wheel 44a, so as to prevent the wheel 44a from moving.

Referring to FIG. 9, a top plan view of a friction brake 73 is shown. The
15 brake pedal 76 is attached to the brake arm 77 by screws 82. A spring 79 connects the brake arm 77 to the right rear arm 34a. The brake plate 78 is attached to the roller plate 75 and the right rear arm 34a by screws 82. Another spring 79 connects the brake plate 78 to the right rear arm 34a. The roller 74 is attached to roller plate 75 using screws 82.

20 To enable the friction brake 73, user lifts the brake pedal 76, so as to raise the roller 74. When the brake pedal 76 is raised so the notch 81 on the roller plate 75 is over the lock rod 80 on the right rear arm 34a, user pushes the brake pedal 76 down. To disable the friction brake 73, user once again lifts the brake pedal 76 to

raise the notch 81 from the lock rod 80, pulls up on the brake pedal 76, and then releases the brake pedal 76.

While a preferred embodiment of the invention has been illustrated and described in detail in the drawings and foregoing description, the same is to be considered as illustrative and not restrictive in character, it being understood that only the preferred embodiment has been shown and described and that all changes and modifications that come within the spirit of the version of the invention are desired to be protected. With respect to the above description then, it is to be realized that the optimum dimensional relationships for the parts of the invention, to include variations in size, materials, shape, form, function and manner of operation, assembly and use, are deemed readily apparent and obvious to one skilled in the art, and all equivalent relationships to those illustrated in the drawings and described in the specification are intended to be encompassed by the present invention.

CLEAN VERSION OF SPECIFICATION AMENDMENTS

Pursuant to Applicant's Preliminary Response and Amendment

*Accompanying Continuation-in-Part ("CIP") Application, please enter the
replacement Specification attached hereto.*

Continuation-in-Part Application

Applicant: Lowell D. Goldie

Attny Docket No.: 02-5139-A

CIP for App. No.: 10/334,995 filed on 12/30/2002

For: JACK DOLLY WITH BRAKE

Examiner:

Art Unit: 3723

JACK DOLLY WITH BRAKE

CROSS-REFERENCE TO RELATED APPLICATION

This is a continuation-in-part of application number 10/334,995, filed 12/30/2002.

BACKGROUND OF THE INVENTION

This invention relates to the field of jack dollies used for transporting hydraulic automobile jacks and more particularly, a jack dolly having four pivotally connected and cooperating arm members with at least four wheels for transporting a hydraulic automobile jack from a first location to a second location.

Hydraulic automobile jacks are typically comprised of an elongate rectangular body with a pair of front wheels attached to a first end thereof and a pair of rear wheels attached to an opposing end thereof. An elongate cylindrical handle is attached to an internal hydraulic lift mechanism, which, upon pumping of the handle, raises a support plate from the rectangular body. A valve can be actuated to release the internal pressure generated by the pumping of the handle to lower the support plate. The front wheels are attached to the body by dedicated axles and thus rotate around the axles. The rear wheels comprise a caster assembly, wherein a bracket is pivotally attached at a first end to flanges located on opposing sidewalls of the jack body. The wheels rotate about an axle, which is disposed through a second end of said bracket. As such, the rotation of the front wheels allows the jack to be moved forward or backward in a straight linear motion but prevents the front end of the jack from being moved sideways. On the other hand, the rear wheels allow the rear end of the jack at which the handle is attached to be pivoted about the

front wheels or otherwise to be moved in an arcuate motion. In this manner, the motion of the front end of the jack, which bears the full weight of a motor vehicle when supporting said vehicle, is restricted, thereby providing a degree of safety.

As the jack is designed to function as a stable lifting and support mechanism for motor vehicles, the front and rear wheels are fabricated of metal into a relatively small diameter, which provides the necessary strength and stability so that the wheels will not collapse or buckle under the weight of a motor vehicle. However, the features that allow the wheels of the jack to safely support the jack and a motor vehicle lifted by said jack prevent the jack from being easily transported over relatively long distances, such as across the floor of a shop, over a road or parking lot, or into a transport vehicle. The metal construction and relatively small diameter of the wheels, for instance, makes the jack susceptible to becoming stuck in small cavities, depressions, or ruts in the shop floor, road, or parking lot or the movement of the jack is obstructed by small stones, pebbles, or uneven or raised floor, road or parking lot sections. This situation is further exacerbated by the limited mobility of the jack due to the means of attaching the front and rear wheels as described earlier and the relatively heavy weight of a typical hydraulic automobile jack.

What is needed then to overcome the difficulties and limitations of transporting a hydraulic automobile jack is the provision of a jack dolly onto which a hydraulic automobile jack can be releasably secured and then transported, moved, or otherwise wheeled about with significantly less effort and difficulty than that required for transport of said jack without said jack dolly.

Numerous designs for hydraulic automobile jack dollies and stands have been provided in the prior art. Even though these designs may be suitable for the specific

individual purposes to which they address, they would not be suitable for the purposes of the present invention. These designs are exemplified by U.S. Patent No. 5,462,257, issued to Trowbridge on October 31, 1995; and U.S. Patent No. 6,199,826, issued to Nix on March 13, 2001 and are intended primarily to allow
5 a hydraulic automobile jack to be moved more efficiently while said jack is already positioned under a motor vehicle.

As such, it way be appreciated that there is a continuing need for a new and improved jack dolly that can be used to transport a hydraulic automobile jack over the floor of a shop, over a road or parking lot surface, or into a transport
10 vehicle. In these respects, the present invention substantially departs from the conventional concepts and designs of the prior art, and in so doing provides an apparatus that substantially fulfills this need. Additionally, the prior patents and commercial techniques do not suggest the present inventive combination of component elements arranged and configured as disclosed herein.

15 The present invention achieves its intended purposes, objects, and advantages through a new, useful and unobvious combination of method steps and component elements, with the use of a minimum number of functioning parts, at a reasonable cost to manufacture, and by employing only readily available materials.

SUMMARY OF THE INVENTION

The primary object of the present invention and advantages of the present invention is to provide a jack dolly onto which a hydraulic vehicle jack can be releasably secured and then transported, moved, or otherwise wheeled about with significantly less effort and difficulty than that required for transport of said jack.

A further object of the present invention to provide a low cost, easy to manufacture, and easy to market jack dolly for hydraulic vehicle jacks.

An even further object of the present invention is to provide an easy to use and versatile jack dolly for hydraulic automobile jacks.

The present invention fulfills the above and other objects by providing a jack dolly for transporting a hydraulic vehicle jack over the floor of a shop, over a road or parking lot surface, or into a transport vehicle. The jack dolly is comprised of two elongate rectangular front arm members and two elongate rectangular rear arm members with each front arm member pivotally attached at one end thereof to a cooperating end of a rear arm member by a rod that is disposed in apertures located at cooperating ends of the front and rear arm members. A cylindrical collar is located at the end of each front arm member opposite to the end attached to a rear arm member. A wheel fork is disposed in pivotal engagement within said collar, and an axle with a wheel rotatably disposed on said axle is affixed to the lower end of the fork. A rod is medially attached in perpendicular relation to the inside surface of each front arm member, and springs are secured at one end thereof to said rod.

An axle with a wheel rotatably disposed on said axle extends from the end of each rear arm member opposite to the end attached to a cooperating front arm

member. A rectangular plate with rod affixed thereto is attached to the inside surface of each rear arm member adjacent to the axle thereof.

A friction brake is affixed to the right rear arm member so as to prevent the jack from rolling. The brake is a self-positioning, spring loaded tension brake.

5 The jack dolly of the present invention receives and supports above a ground or floor support surface a conventional hydraulic vehicle jack, which is modified to be releasably secured to the jack dolly. The jack modification is comprised of a bore that is located at the top of the jack body and extends through the body of said jack and six rods attached in perpendicular relation to the exterior surface of
10 opposed lateral sidewalls of the body of the jack. Three rods are attached to each sidewall.

 The hydraulic vehicle jack is attached to the jack dolly by aligning the jack between the arm members and inserting the rod through the bore of the jack and through cooperating apertures at the ends of the front and rear arm members. Four
15 springs are attached at a first end to the rods located on the front arm members and at a second end to rods located at the rear of the body of the jack. Two springs are attached at a first end to the rods extending from the plates attached to the rear arm members and at a second end to rods located at the middle of the jack body, and two
20 springs are attached at a first end to said rods extending from the plates attached to the rear arm members and at a second end to the front rods located at the front of the jack body.

 The above and other objects, features and advantages of the present invention should become even more readily apparent to those skilled in the art upon a reading of the following detailed description in conjunction with the drawings wherein there
25 is shown and described illustrative embodiments of the invention.

BRIEF DESCRIPTION OF THE DRAWINGS

The foregoing and other objects, features and advantages of the invention will become more fully understood from the following description of the preferred embodiment of the invention as illustrated in the accompanying drawings in which
5 like reference characters refer to the same parts throughout different views. The drawings are not necessarily to scale, emphasis instead being placed upon illustrating the principles of the invention;

FIG. 1 is a perspective view of a dolly of the present invention;

FIG. 2 is a side elevation view of a dolly of the present invention;

10 **FIG. 3** is a top plan view of a dolly of the present invention along line 1-1 of **FIG. 2**;

FIG. 4 is a front elevation view of the jack dolly of the present invention along line 2-2 of **FIG. 2**;

15 **FIG. 5** is a partial cross sectional view of the collar assembly of the jack dolly of the present invention;

FIG. 6 is a perspective view of a hydraulic vehicle jack modified for use with the dolly and of the present invention;

FIG. 7 is a perspective view of a the dolly of the present invention with the modified hydraulic vehicle jack secured thereto for transport;

20 **FIG. 8** is a side view of a friction brake; and

FIG. 9 is a top plan view of a friction brake.

DESCRIPTION OF THE PREFERRED EMBODIMENTS

For purposes of describing the preferred embodiment, the terminology used in reference to the numbered components in the drawings is as follows:

	10.	Jack Dolly	54.	Handle
5	12a, b.	Front Arm Members	56.	Rear Wheel
	14a, b.	Collars	58.	Front Wheel
	16a, b.	Forks	60.	Load Support Plate
	18a, b.	Bolts	62.	Aperture
	20a, b.	Axles	64.	Rear Rod
10	22a, b.	Wheels	66.	Middle Rod
	24a, b.	Rods	68.	Front Rod
	26.	Fastener	70.	Springs
	28.	Springs	72.	Springs
	30.	Rod	73.	Friction Brake
15	32.	Sleeve	74.	Roller
	34a, b.	Rear Arm Members	75.	Roller Plate
	36a, b.	Plates	76.	Brake Pedal
	38.	Fastener	77.	Brake Arm
	40a, b.	Rods	78.	Brake Plate
20	42a, b.	Axles	79.	Spring
	44a, b.	Wheels	80.	Locking Rod
	46.	Bushing	81.	Notch
	48.	Shaft	82.	Screw
25	50.	Hydraulic Automobile Jack		

Referring now to the drawings and, in particular, to **FIG. 1** through **FIG. 4** wherein there are illustrated a typical embodiment of the jack dolly **10**, the jack dolly **10** is comprised of two elongate rectangular arm members **12a, b** with cylindrical collars **14a, b** that are attached to one end thereof. Wheel forks **16a, b** are disposed in pivotal engagement within the interior of the collars **14a, b** and secured thereto by bolts **18a, b**. Axles **20a, b** are attached perpendicularly to the lower ends of the wheel forks **16a, b** and wheels **22a, b** are rotatably attached to said axles **20a, b**. Each wheel **22a, b** is comprised of a rim, which is attached to a

cooperating axle **20a, b**, and an inflatable rubber tire. Rods **24a, b** are affixed medially to the inside surfaces of the front arm members **12a, b** and extend therefrom in perpendicular relation to the longitudinal axis of said arm members **12a, b**. A fastener **26** located on the outside surface of each front arm member **12a, b** secures the rods **24a, b** to each front arm member **12a, b**, respectively. Two springs **28** with hooked ends are attached at one end thereof to each rod **24a, b**.

An elongate, cylindrical rod **30** with sleeves **32** is disposed within apertures located at the ends of the elongate front arm members **12a, b** and through apertures located at cooperating ends of two elongate rectangular rear arm members **34a, b**. Rectangular plates **36a, b** are attached by fasteners **38** to the ends of the rear arm members **34a, b** opposite to the ends thereof attached to the elongate cylindrical rod **30**. Rods **40a, b** are affixed to the top end of said plates **36a, b** and extend therefrom in perpendicular relation to the longitudinal axis of said plates **36a, b**. Axles **42a, b** are affixed perpendicularly to the rear arm members **34a, b** adjacent to the rectangular plates **36a, b**. Wheels **44a, b** are rotatably attached to the axles **42a, b** with each wheel **44a, b** comprised of a rim, which is attached to a cooperating axle **42a, b**, and an inflatable rubber tire.

A friction brake **73** is affixed perpendicularly to the right rear arm member **34a** by screws **81**. The friction brake **73** has a brake pedal **76** attached to a brake arm **77**. The roller **74** attached to the roller plate **75** stops the wheel **44a** from moving when the friction brake **73** is in the locked position.

As the cylindrical rod **30** and sleeves **32** are disposed within apertures at cooperating ends of the front **12a, b** and rear **34a, b** arm members, said front **12a, b** arm members are pivotally attached to the rear **34a, b** arm members and first

cooperating front arm **12a** and rear **34a** arm members are aligned in parallel relation to second cooperating front arm **12b** and rear **34b** arm members.

Referring to **FIG. 5**, therein illustrated in partial cross sectional view is a wheel fork **16a** disposed within a cooperating collar **14a** of a front arm member **12a**. Circular bushings **46** are located at opposing ends of the collar **14a**. A cylindrical shaft **48** is attached to the top end of the wheel fork **16a** and is received within the collar **14a** and bushings **46** and is attached to the collar **14a** by the bolt **18a**. In this manner, the wheel fork **16a** by means of the shaft **48** can rotate with respect to the collar **14a**.

A hydraulic vehicle jack **50** is displayed in **FIG. 6** as having a rectangular body **52**, pumping handle **54**, rear caster wheels **56**, front wheels **58**, and load support plate **60**. The jack **50** is modified with a pair of rear rods **64**, middle rods **66**, and front rods **68** attached to opposing lateral sidewalls of the jack body **52** and by an aperture bored through **62** located adjacent to the top edge of the body **52** in perpendicular relation to the longitudinal axis of said body **52**.

As illustrated in **FIG. 7** the modified hydraulic automobile jack **50** is releasably secured to the jack dolly **10** by inserting the elongate cylindrical rod **30** through the aperture **62** of the body **52** of the jack **50** so that the jack **50** is pivotally attached to said dolly **10** and suspended above a floor or ground support surface.

The jack **50** is prevented from rotating excessively upon the rod **30** by springs **28**, **70**, **72** attached to the dolly **10** and jack **50**. Four springs **28** are attached at a first end to rods **24a, b** and at a second end to the rear rods **64** (shown in phantom line) extending from the body **52** of the jack **50**. Two springs **70** are attached at a first end to rods **40a, b** extending from plates **36a, b** and at a second end to the middle rods **66** (shown in phantom line) extending from the jack body **52**, and two springs

72 are attached at a first end to said rods **40a, b** and at a second end to the front rods **68** (shown in phantom line) extending from said jack body **52**. In this manner, the jack **50**, secured to the jack dolly **10** as described can be wheeled about by the handle **54** to various locations and even into transport vehicles. In some cases, a pin or bolt can be inserted through an aperture located at the unattached end of the jack handle **54** for securing the jack **50** to the tow hitch of a vehicle for moving the jack **50** while said jack **50** is secured within the jack dolly **10**.

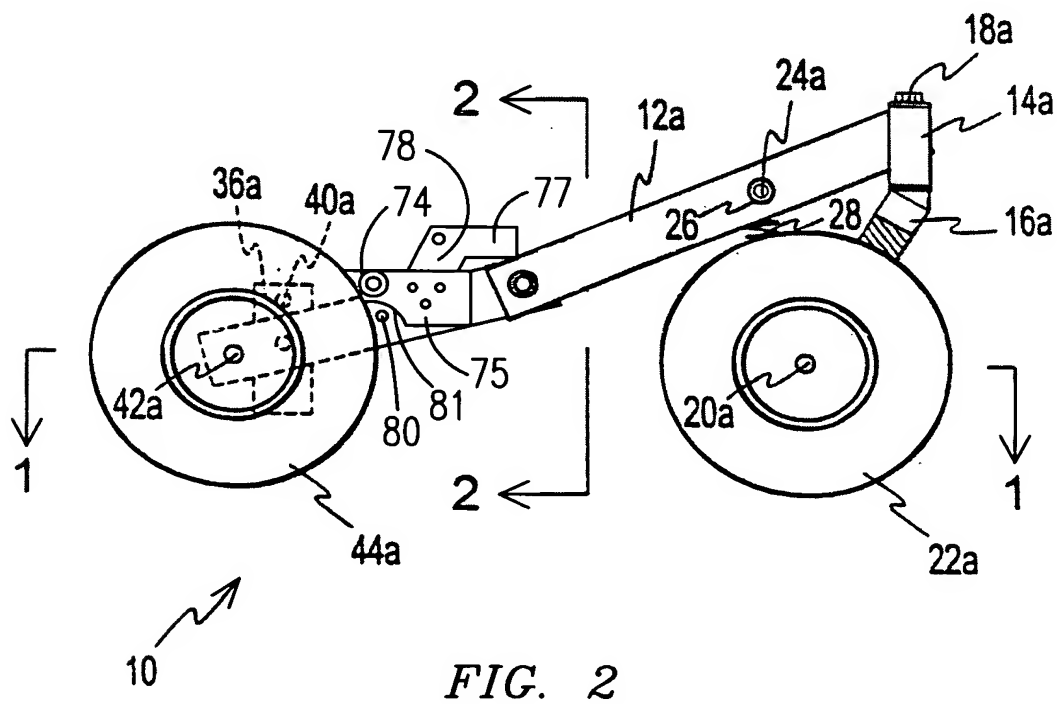
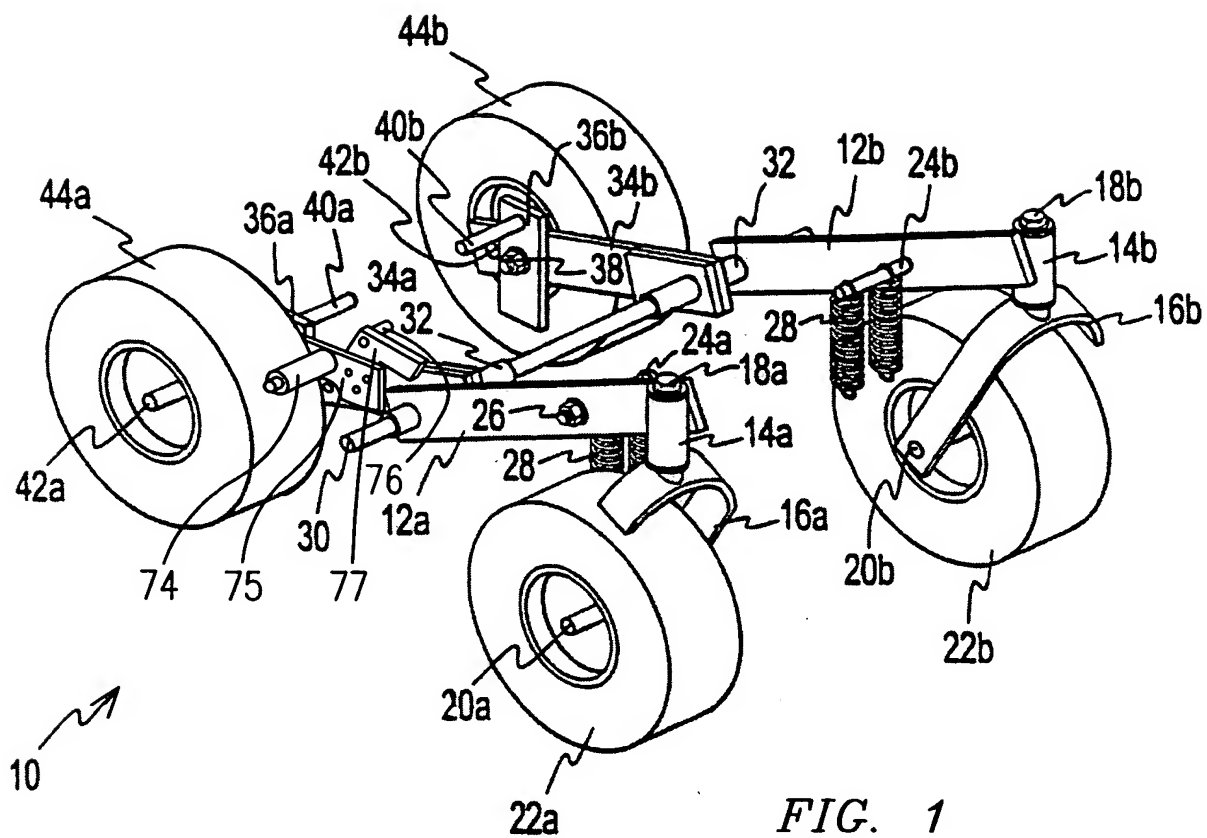
Referring to **FIG. 8**, a side view of a friction brake **73** is shown. A brake arm **77** joins to a brake plate **78** at an angle. The brake plate **78** is connected to a roller plate **75** by screws **82**. The brake plate **78** is also connected to the right rear arm **34a** by using screws. A spring **79** is mounted to the inside of the brake arm **77** and to the outside of the right rear arm **34a**. The spring **79** provides the necessary tension for use of the friction brake **73**. The roller plate **75** has a roller **74** attached by screws **82**. When the friction brake **73** is in use, the notch **81** fits around the lock rod **80**. When the notch **81** is around the lock rod **80**, the roller **74** is positioned against the wheel **44a**, so as to prevent the wheel **44a** from moving.

Referring to **FIG. 9**, a top plan view of a friction brake **73** is shown. The brake pedal **76** is attached to the brake arm **77** by screws **82**. A spring **79** connects the brake arm **77** to the right rear arm **34a**. The brake plate **78** is attached to the roller plate **75** and the right rear arm **34a** by screws **82**. Another spring **79** connects the brake plate **78** to the right rear arm **34a**. The roller **74** is attached to roller plate **75** using screws **82**.

To enable the friction brake **73**, user lifts the brake pedal **76**, so as to raise the roller **74**. When the brake pedal **76** is raised so the notch **81** on the roller plate **75** is over the lock rod **80** on the right rear arm **34a**, user pushes the brake pedal **76**

down. To disable the friction brake 73, user once again lifts the brake pedal 76 to raise the notch 81 from the lock rod 80, pulls up on the brake pedal 76, and then releases the brake pedal 76.

While a preferred embodiment of the invention has been illustrated and described in detail in the drawings and foregoing description, the same is to be considered as illustrative and not restrictive in character, it being understood that only the preferred embodiment has been shown and described and that all changes and modifications that come within the spirit of the version of the invention are desired to be protected. With respect to the above description then, it is to be realized that the optimum dimensional relationships for the parts of the invention, to include variations in size, materials, shape, form, function and manner of operation, assembly and use, are deemed readily apparent and obvious to one skilled in the art, and all equivalent relationships to those illustrated in the drawings and described in the specification are intended to be encompassed by the present invention.



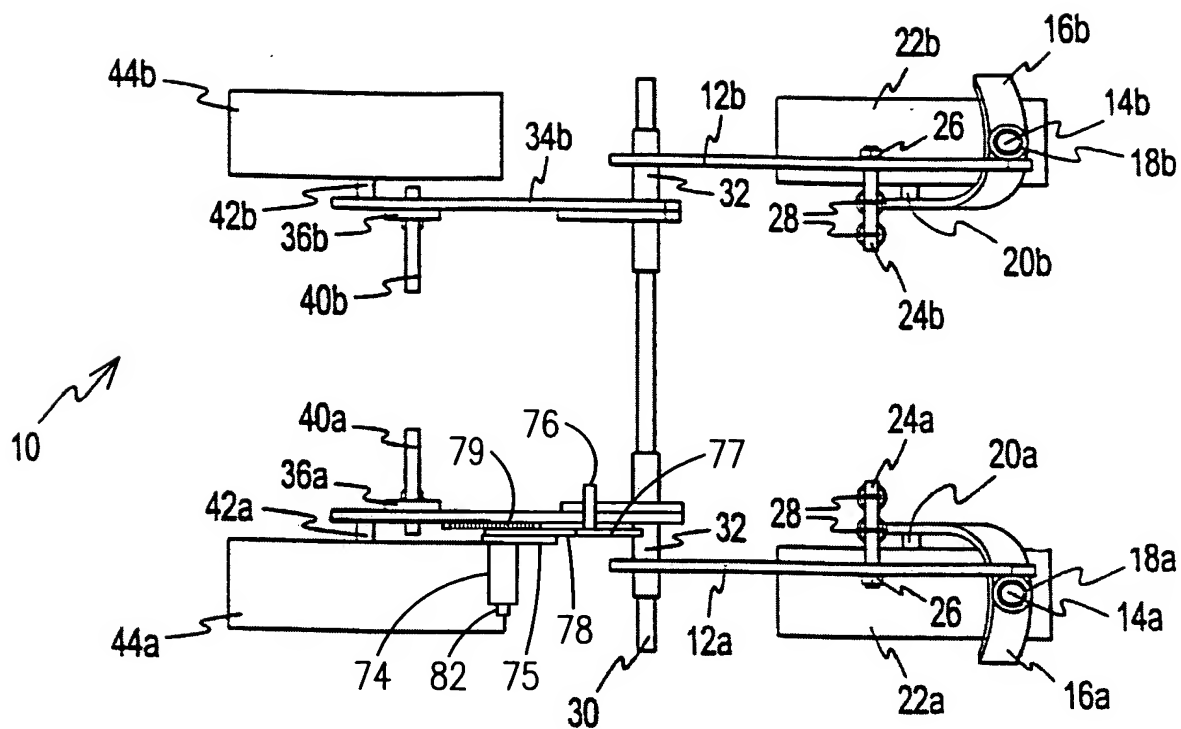


FIG. 3

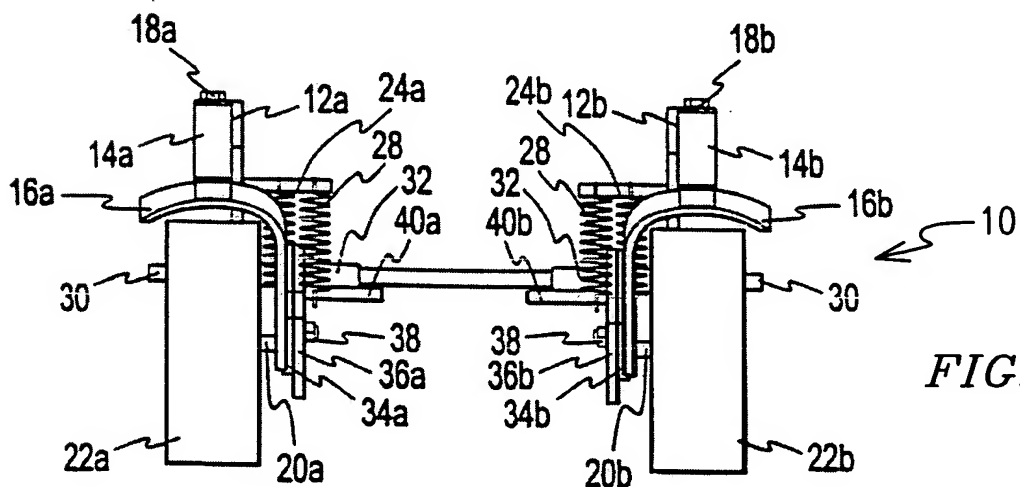


FIG. 4

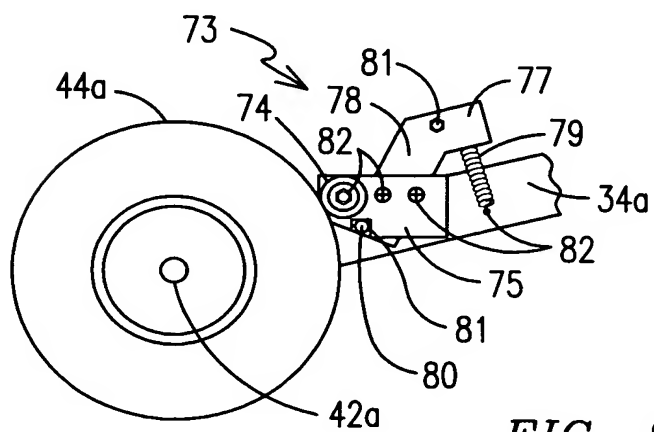


FIG. 8

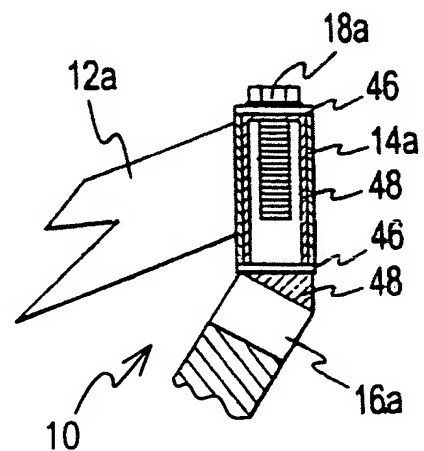


FIG. 5

